BY ORDER OF THE CHIEF,
NATIONAL GUARD BUREAU

ANGI 10-207
7 APRIL 2000

Operations

GLOBAL FLIGHT FOLLOWING

COMPLIANCE WITH THIS INSTRUCTION IS MANDATORY

This instruction implements AFPD 10-2, *Readiness*, and establishes Air National Guard (ANG) reporting requirements, responsibilities, and procedures for unit commanders to control unit flight operations. This instruction is applicable to all ANG units.

SUMMARY OF REVISIONS

This revision contains numerous changes throughout and must be carefully reviewed.

Chapter 1

GUIDANCE and PROCEDURES

1.1. Responsibilities. Operational authority for unit directed flights is vested in The Adjutant General (TAG). ANG flying units will comply with all directives under which flying operations are authorized.
1.1.1. TAGs may approve unit directed flights within the Continental United States (CONUS) in compliance with command agreements as authorized by the National Guard Bureau (NGB).
1.1.2. Unit commanders will ensure that personnel comply with this instruction.

1.2. Approving Authority. The ANG Director of Operations (ANG/DO) is the approving and operational authority for all CONUS operated missions, (with the exception of unit-generated missions) and for all missions operating Outside the Continental United States (OCONUS). This responsibility is delegated to the ANG Deployments Division (ANG/DOX). For ANG purposes, OCONUS is defined as anywhere beyond the outermost U.S. Air Defense Identification (ADIZ) or any location OCONUS. Examples include destinations in Canada, Alaska, Hawaii, Puerto Rico and Virgin Islands.

1.3. Mission Numbers. All aircraft movements, with the exception of unit-generated, require an ANG mission number. The ANG mission number system is comprised of two components: unit-generated mission numbers and ANG mission numbers, which are computer-generated by ANG/DOX.
1.3.1. During normal duty hours, an ANG mission number will be obtained from ANG/DOX. During non-duty hours, contact the ANG Air Operations Center.
1.3.2. An ANG mission number is required for the following missions:
1.3.2.1. All ANG aircraft operating outside their designated training area.
1.3.2.2. All fighter deployments, including CONR, operating CONUS and OCONUS. Fighter units will obtain mission numbers NLT 10 days before the mission.
1.3.2.3. All bomber deployment or redeployment sorties, plus any Global Power mission that departs CONUS regardless of recovery base.
1.3.3. A unit-generated mission number is generated by the unit for missions operating within the CONUS and does not require ANG validation.

Supersedes ANGI 10-207, 1 July 1997
OPR: ANG/DOC (CMSgt DeCarlo)
Certified by: NGB/CF (Col T. Scherling)
Pages: 8/Distr: F

1.3.3.1. Unit-generated mission numbers do not apply to fighter or bomber units. Airlift, tanker and Operational Support Airlift (OSA) units will assign their own mission number for unit-generated missions. Units are not authorized to travel OCONUS on a unit-generated mission number. Units must obtain an ANG mission number to travel OCONUS. Unit mission numbers will be generated for unit missions operating CONUS in support of the ANG and/or the State TAG. Missions outside the following parameters require an ANG computer-generated mission number.
1.3.3.1.1. To generate a unit mission number, follow the guidelines below:
1.3.3.1.2. The first character is always "D." This character indicates that the mission is an ANG mission.
1.3.3.1.3. The second character is a "U." Any other designator will require an ANG mission number. Use "U" for standard unit-generated mission numbers. Tanker aircraft will use "U" when a unit mission does not involve refueling activities.
1.3.3.1.4. The third and fourth characters are either "15" for missions in support of ANG or "16" for missions in support of the State TAG. Designators other than "15" or "16" require an ANG computer-generated mission number.
1.3.3.1.5. The fifth character is either "Y" for primary MDS aircraft or "Z" for operational support aircraft.
1.3.3.1.6. The sixth, seventh, and eighth characters are the unit's numeric designator.
1.3.3.1.7. The ninth character designates the unit's sortie or chock number for the day.
1.3.3.1.8. The 10th, 11th, and 12th characters are the Julian date for the flying day.
1.3.4. ANG missions operating on a mission number issued by another headquarters (e.g., AMC, PACAF, Rescue Coordination Center, etc.) must have an ANG mission number assigned. When contacting DOX for a mission number, the mission number issued by the other headquarters must be provided. Itineraries will be flight followed on the mission number issued by the other headquarters with the ANG mission number placed in external remarks on the Form 59.

1.4. Mission Summary. Aircraft commanders will maintain contact with their home unit, if possible, and provide times for all airlift flight activity at each landing. ANG Air Operations Center personnel will update the Global Decision Support System (GDSS) database to reflect all times provided by the aircraft commander. The ANG Air Operations Center has a "1-800" line for use by aircrew only when DSN lines are unavailable and the unit has not provided the aircrew a unit calling card. The "1-800" line is for flight following purposes only and will not be used to transfer calls, establish phone patches, or used in any other capacity other than to provide flight following information.

1.5. USAF Global High Frequency System Stations. Message relay is a service provided by USAF Global High Frequency (HF) Systems operators. Aircraft commanders are encouraged to use any of the 15 USAF Global HF stations worldwide to relay times to the home unit or the ANG Air Operations Center. The USAF Global HF System is particularly beneficial for aircrews operating in remote parts of the world without communications availability to contact the ANG Air Operations Center. Any USAF Global HF station can either phone patch into or relay a message to "Minuteman Operations."
1.5.1. The Andrews Global station, located at Andrews AFB, MD, will facilitate all ANG global traffic. The Andrews station functions 24 hours each day and can be contacted using the call sign "ANDREWS."
1.5.2. Should a problem exist in reaching the Andrews station, contact and request service from any USAF Global HF station by using the general net air-ground call sign "MAINSAIL." Any of the 15 USAF Global HF stations hearing the call "MAINSAIL" will respond and provide the requested service.
1.5.3. Information necessary for global operators to complete the call includes the identities and location of the calling and called parties, and telephone numbers. All messages received by USAF Global HF stations will be accepted and delivered by the fastest means available according to precedence and priority.

Chapter 2

FLIGHT OPERATIONS

2.1. Off-Station Training Flights. Aircrew members are authorized to participate in periodic off-station training flights. Destinations and alternates must be military bases or ANG/AFRC units located on civilian airports. Exceptions to this will be aircraft diverts under emergency conditions only.
2.1.1. All personnel aboard ANG aircraft supporting off-station training must follow NGB, ANG, and their respective applicable gaining major command directives.
2.1.2. All ANG wing or group commanders will ensure that the movement of leave and TDY personnel on such flights is a strict by-product and not the primary purpose of the off-station flight before granting approval.
2.1.3. Commanders will maintain positive control of aircraft away from home station.
2.2. Overwater Navigation Training Missions:
2.2.1. C-130 Aircraft. The ANG Execution Team (ANG/DOXE) must approve all C-130 overwater navigation training missions. Airlift units will submit requests for these missions 30 days before the planned dates for mission numbers. Four (4) overwater navigation training missions per quarter are authorized. Allowable Cabin Load (ACL) should be offered to the AMC system for cargo and passengers when appropriate, to include humanitarian cargo approved by the Denton Amendment procedures. The following OCONUS destinations are approved for overwater navigation training:
2.2.1.1. Puerto Rico
2.2.1.2. St Croix, Virgin Islands
2.2.1.3. Lajes AB, Azores
2.2.1.4. Alaska
2.2.1.5. Hawaii
2.2.2. Tanker (KC-135) Aircraft. ANG/DOXE must approve all KC-135 overwater navigation training missions. Tanker units will submit requests for these missions 30 days before the planned dates for mission numbers. Four (4) overwater navigation training missions per quarter are authorized. ACL should be offered to the AMC system for cargo and passengers when appropriate, to include humanitarian cargo approved by the Denton Amendment procedures. The following OCONUS destinations are approved for overwater navigation training:
2.2.2.1. Puerto Rico
2.2.2.2. Mildenhall AB, UK
2.2.2.3. Lajes AB, Azores
2.2.2.4. Rota NAS, Spain
2.2.2.5. Alaska
2.2.2.6. Hawaii. ***NOTE:*** Air refueling missions in support of the 154WG are not considered overwater navigation missions.
2.2.3. Operational Support Airlift (OSA) Aircraft. OSA aircraft at not authorized overwater navigation training missions.
2.2.4. Tanker Aircraft. The ANG/DOXE must approve all tanker overwater navigation training missions. Tanker units will submit requests for these missions 45 days before the requested dates for mission numbers. Four (4) overwater navigation training missions per month are authorized. The following over water destinations are approved for over water navigation training:
2.2.4.1. Puerto Rico
2.2.4.2. Mildenhall AB, UK
2.2.4.3. Rota NAS, Spain
2.2.4.4. Lajes AB, Azores
2.2.4.5. Alaska

2.2.4.6. Hawaii
2.2.5. Air refueling missions in support of the 154WG (Hickam AFB, Hawaii) are not considered overwater navigation missions.

2.3. Request for Airlift Mission Support from Non-NGB Sources. Coordinate all requests for airlift or mission support from any MAJCOM or agency through ANG/DOXE for validation and coordination.

2.4. Modular Airborne Fire Fighting Systems. Authority to use the Modular Airborne Fire Fighting Systems (MAFFS) rests with the United States Forest Service (USFS) through the National Interagency Fire Center (NIFC) in Boise, ID. However, recent memoranda between the USFS and the States' divisions of forestry (CA, NC, and WY) decentralized that authority to those States to employ the MAFFS in State status. Since the Federal Government may not compete with private enterprise by virtue of the National Recovery Act of 1934, the States must certify to NIFC that all commercial air tankers are committed before the MAFFS are utilized.
2.4.1. The MAFFS units are normally tasked under the provisions of Air Combat Command (ACC) OPORD Coronet Forest.
2.4.1.1. When a fire incident escalates to a point where the MAFFS are required, NIFC makes a request to the Director of Military Support (DOMS), the Action Agent for the Secretary of the Army, who is the Executive Agent for the Secretary of Defense for Military Support programs.
2.4.1.2. The DOMS passes the request to the U.S. Atlantic Command (USACOM), the command responsible for CONUS-based contingencies and military support operations in the 48 contiguous United States. The DOMS concurrently passes a Warning Order to the National Guard Bureau (NGB) and AFRC for possible MAFFS employment, who in turn alert their units.
2.4.1.3. USACOM then tasks ACC, the Air Force component of USACOM, to provide support, and ACC issues the execution order to NGB and AFRC, who then notify the units to execute the mission.
2.4.2. If the MAFFS units are employed under "national" (NIFC) authority, aircrew personnel will normally be placed on Federal active duty (Title 10), with workdays validated by ACC, and issued by the Tanker and Airlift Control Center (TACC) at Scott AFB, IL. The USFS reimburses ACC for these workdays.
2.4.2.1. If the ANG units are employed under state authority, aircrew personnel will be placed on State Active Duty (SAD) status in accordance with applicable state laws. The state should reimburse the United States Property and Fiscal Officer for the use of the aircraft at the emergency SAD rate.
2.4.3. MAFFS missions supporting NIFC will be issued a "DM32" mission number; missions supporting the State will be issued a "DM17" mission number, and missions for MAFFS training will be issued a "DM15" mission number.

2.5. Bomber Operations. B-1 units will provide a summary of planned Global Power activity (round robin or forward deployment) to the ANG Air Operations Center, via fax or voice, no later than 1 week before the sortie date, if possible. Summary information should include, as a minimum:
2.5.1. Mission date
2.5.2. Takeoff time
2.5.3. Date and time of mission termination
2.5.4. Number of aircraft
2.5.5. Weapons load
2.5.6. Planned activity
2.5.7. Aerial refueling information
2.5.8. Primary emergency/divert airfields
2.5.9. General route of flight
2.5.10. Unit POC

2.6. Global Power. For Global Power deployment or redeployment sorties, unit command posts (or designated representative) will provide the ANG Air Operations Center with daily status reports during actual mission accomplishment.

2.6.1. Unit command posts, as a minimum, will provide launch, post-strike (if applicable), and recovery reports. In addition, any unplanned circumstances which significantly affect the mission (in-flight emergency, divert, missed refueling, etc.) will be reported to the ANG Air Operations Center.

2.6.2. For aircraft deployments that operate under an ANG-generated mission number, units will provide daily Situation Reports (SITREP) to the ANG Air Operations Center to include sorties scheduled, sorties flown, hours flown, a summary of the previous days activities, and cumulative totals for airlift, passenger tonnage and passengers moved. Include in the SITREP any daily events or incidents of interest.

2.7. Tanker Operations. Tanker units maintain 24-hour command and control of aircrews deployed or exercising away from home station. Deployed aircrews will establish a 24-hour POC at deployed locations for communication with the home unit command post. When aircrews cannot be reached directly by telephone, they will check in with the POC at least once every 24-hours for messages.

2.8. OCONUS Deployments. The ANG Planning Team (DOXP) approves OCONUS deployments, at least 60 days before the mission. The ANG Planning Team will validate the request, and issue the mission number. ANG aircraft supporting NORAD missions do not require NGB approval for flights into Canada and will be issued a mission number from the ANG Planning Team.

Chapter 3

COMMAND and CONTROL SYSTEMS

3.1. Global Decision Support System. Global Decision Support System **(**GDSS) is AMC's force-level command and control (C2) system supporting TACC execution authority for effective airlift mission management. GDSS consists of nodes located at different locations that continuously replicate information to keep each node updated with the latest information.

3.1.1. The objective of the GDSS program is to improve AMC's C2 force-level decision making by providing its users with automated capabilities to support airlift planning and execution, aircraft schedule dissemination, aircrew management, and mission management of AMC's airlift and air refueling missions. Its purpose is to provide a fully functional, operational system that satisfies the C2 support requirements of MAC. GDSS interfaces with several C2 systems, including C2IPS, the wing-level C2 planning and execution system, AMC Deployment Analysis System (ADANS), and the USTRANSCOM Global Transportation Network (GTN).

3.1.2. The ANG relies heavily on GDSS to maintain visibility of ANG airlift, tanker and Strat missions. A large global audience views GDSS; therefore, it is essential that standardization exist to enhance global flight management.

3.2. Command and Control Information Processing System (C2IPS). C2IPS is a unit level C2 system that manages functions such as communications processing, message/data processing and display, and nodal data networking. At the wing level, it channels information between the air transportation, intelligence, maintenance, operations, supply, weather, and surgeon general functions. Unclassified information is passed between unclassified GDSS and C2IPS Intelligent Messaging Units at Scott AFB and Travis AFB. Unclassified GDSS passes schedule and execution data to C2IPS. C2IPS passes arrival and departure information to GDSS and the next three down-line stations. For missions consisting of more that three legs, GDSS passes that information to the other C2IPS equipped down-line stations. C2IPS transmits takeoff, landing, diversion, over-fly, schedule, diplomatic clearance, and Unit Line Number (ULN) information (number of passengers and tons of cargo) to unclassified GDSS.

3.2.1. ANG units using C2IPS will input mission departures, arrivals, deviations, recuts, diverts, overflys, delay codes, and advisories. It is a unit responsibility to close missions.

3.2.2. ANG units without 24-hour operations will input unit aircraft information into C2IPS during unit duty hours.

3.2.3. The ANG Air Operations Center will update times for units without 24-hour operations during non-duty hour periods. Unit Commanders without 24-hour operations will develop procedures to assure that the ANG Air Operations Center is provided en route times for each leg while off-station until mission termination.

3.3. Airlift Information and Reporting System (AIRS). The AIRS was designed primarily to assist the unit scheduler in building missions and trips and, upon trip completion, producing after action reports. The AIRS was not designed to fully support C2 flight following. The flight following module of AIRS provides very limited flight following capabilities. Units are strongly encouraged to use C2IPS for flight following and AIRS for all other functions.

3.3.1. Units must load itineraries NLT 14 days before departure to preclude the generation of a missing itinerary report.

3.3.2. For airlift missions, the total passenger and/or cargo on board for each departure time must be loaded into C2IPS or AIRS.

3.3.3. Times for ANG transitory aircraft arriving or departing an ANG location will be either updated via C2IPS or voiced reported to the ANG Air Operations Center.

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1. References

References:

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